French Aviators at Verdun Claiming a Complete Mas-

ARE EVER ON THE ALERT

Fighting Planes Wheeled Into Line stant Service.

BY HERBERT COREY.

BACK OF VERDUN, May 3 .- All day long the French fliers have been purring through the air over the battlefield. During that time no German flier has shown so much as the tip of his wing. The conclusion has been an obvious one. The French have established a complete mastery of the air. This has been done in face of the known fact that the Germans have concentrated at Verdun every available flying man and machine from their western front.

"But what of the Fokker?" I asked.

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"But what of the Fokker." I asked.
"It is a good machine." was the reply, "a very good machine. But our Nieuport is a better."
Civilians, it seems, are prone to ghost dancing. For some somths past the newspapers of the allies have been elbewing and supplemental answering answering and supplemental answering answering answering and supplemental answering answering and supplemental answering and supplemental answering answering answering answering and supplemental answering a

title; plaintiff's attorneys, R. B. Deniend and ringed about with batteries. A balloon is comparatively and G. A. Schuldt.

Ready to Act at Minute's Notice.

Well hidden behind the French lines are various camps of aeroplanes. At a guess the camp we saw today contains fifty planes. The reader may make his own guess at the number of machines on this part of the front. The fighting planes have been wheeled out in front of their hangars. The clips of their guns are filled with cartridges. The fur and leather garments of the fiers are folded neatly upon their seats. These men respond to a call with the rapidity of firemen when the alarm strikes. They rise all along the line when a Fokker is sighted.

"And we either get him or he files away."

From what I saw today I judge the French planes are of four general classes. The Farman is used for oblices. The Farman is used for oblices are to the files and the file and the file and the file and the files and the file and the file and the files and the file and the files and the file and the files and the files

"And we either get him or he flies away."

From what I saw today I judge the French planes are of four general classes. The Farman is used for observation purposes. It is a safe, steady old buggy. The great double-motored Caudron, with its tremendous lifting power, may be very largely used for bomb dropping. It can carry a huge load. Then, there are two sorts of Nieuports, fast as hawks and "handy" in the air as a cance in still water. They are the fighters, although all war machines carry guns.

Little chaps these Nieuports—mostly power. The two-man machine could be stored in a farmer's barn. Some carry two machine guns and some only one. The one-man Nieuport would fit neatly lengthwise in the dining room of a New York flat. Its wings are small, neat, of a knifelike sharpness. The weight consists principally of motor and propeller. Such a machine can rise 3,000 meters in seven minutes. It corkscrews up in constricted circles. There is not an express elevator in America which rises.

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What I saw today I index the granted plantiff to amend within process and plantes are of four general plantes and half the power. The farms have some of the power, may be very largely used for load. Then, there are two sorts of Newports, fast as hawks and marked the power of the fighters, stituded all warms are not because the power of the marked could be power. The two-man manifes could be a first two-man manifes could be two minutes are of the power of the manifest of the power of the manifest of the power of the manifest of the power of the state of the power of the state

again, untill he lost his temper. Or, perhaps, as the story goes, he had determined to "get" that Fokker even if he killed himself. Or-I am doubter—perhaps he side-slipped. At any rate, on the third swoop he struck the Fokker head on. His motor was torn half loose from its moorings and his urobeller was splintered. But he

the Fokker head on. His motor was torn half loose from its moorings and his propeller was splintered. But he came to earth. The Fokker fell and its two riders were killed.

"What happened to the Frenchman?" "He was reprimanded—and decorated. But our men have been ordered not to do that again."

Almost as interesting as the planes themselves were the arrangements for keeping the German planes out of the air. Just as it is certainly true that the French have won the greater honors in flying, so it also seems true that their anti-aircraft guns are more efficient than those of any other ally. They are sunk out of the enemy's sight in pits shaped like twin bowls and lined with concrete. In each how is a gun, mounted on a pivot. In the neck which joins the two bowls are two standards, each tipped with a revolving arm, on which telescopes are lashed fast.

"Let us see how long it takes these boys to get the range of an enemy plane," said the general officer who accompanied us.

Sighting a Flier.

Sighting a Flier.

The men were smoking cigarettes in their dug-outs, for this station is un der constant fire. Even as the general spoke a shell screamed overhead. seemed near enough to stir our caps state that the general proved his susceptibility to the commoner human emotions by ducking as neatly as the fivilians. The captain in command modded and touched the button of an elarm bell. The general glanced at his

watch.

The men leaped from their seats.

Three officers glued their eyes to the telescopes. In the distance a French fler whirled lazily in the clean blue air and the glasses were fastened on it. Two officers shouted something. The third—a lightning calculator if there ever were one—cast up sums and The third—a lightning calculator if there ever were one—cast up sums and angles in his mind. Then he snapped an order. The two guns revolved upon their pivots, their black snouts thrust upward and two gunners spoke with a single breath:
"Ready."

What the calculations had been I do not know. I realize in a dim fashion

District Supreme Court.

Thompson agt. Thompson; order instructing trustee; plaintiff's attorney, J. J. Darlington.

Meyer agt. Ridenour; order to deposit notes in registry of court; plaintiff's attorney, W. E. Lester; defendant's attorneys, Barnard & Johnson and W. C. Clephane.

Clephane.

Hess agt. Hess; rule as to alimony returnable June 2; plaintiff's attorney,

Leon Shore. Cave agt. Cave; decree directing conveyance and adjoining defendant; plain-tiff's attorney, W. C. Ashford; defend-ant's attorney, W. G. Gardiner.

United States agt. Charles C. Glover. William J. Flather and Henry H. Flather; perjury; on trial; attorneys, W. G. Johnson, D. W. O'Donoghue, George P. Hoover, Frank J. Hogan, J. J. Darlington and J. B. Stanchfield.

that the angles established by the three telescopes had in some abstruse fashion established the height and distance of the swirling plane. The mathematics played with by that calculator as his daPy task would make Euclid dizzy. They are practical mathematics too. This particular station guards an important angle of the line.

"We have only brought one booched down," said the officer in command, defendant's attorneys, Leigh Robinson. Tabrizino agt. Merando; motion for bill of particulars overruled; plaintiff's attorneys, Leigh Robinson. Pabrizino agt. Merando; motion for bill of particulars overruled; plaintiff's attorneys, R. B. Commander of U. S. Destroyer Fandered, and the discovery of the Air.

E EVER ON THE ALERT FOR APPROACH OF FOE this first in the air and the borkes out of it."

E EVER ON THE ALERT FOR APPROACH OF FOE this grain plane is quite simple," he protest of one has but to keep one's own of it."

THE COURTS.

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Interior plane wheeled Into Line With Guns Prepared for In
District Supreme Court.

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Interior plane in the air and disagration s

today. Harry D. Christian, night watchman at the station, said it appeared to him that the lieutenant deliberately committed suicide by taking hold of two heavily charged wires.

The Fanning was one of a fleet of war vessels which has been maneuverling in Gardiners bay making their headquarters here, but the vessels were under orders to leave for Newport at 3 a.m. Why Lieut, Richards was ashore after the sailing orders were issued is unknown. CIRCUIT DIVISION 2-Justice Staf-

CIRCUTT DIVISION 2—Justice Stafford.

Chaloner agt. Washington Post Company; bill of exceptions submitted; time to file transcript extended to July 3; plaintiff's attorney, E. F. Colladay; defendant's attorneys, W. J. Lambert and R. H. Yeatman.

United States ex rel. Evans agt. Blair; motion for new trial withdrawn, rule discharged and petition dismissed, with judgment against petitioner for costs; appeal noted; cost bond, \$100; relator's attorney, F. H. Stephens.

Trussell agt. Bradley et al.; jury respited until Wednesday; plaintiff's attorney, B. S. Minor and M. H. Beach.

CRIMINAL DIVISION L. Mr. Lyging. Mr. Christian said the lieutenant came to the power station two hours before the fleet was to sail and said he was a the fleet was to sail and said he was a government inspector. He pushed Christian aside and walking into the station picked up two wires, receiving the shock which killed him.

Lieut. J. C. Jennings, commanding the shore station, who took charge of the body, declined to give any information other than that he would report to the Navy Department. Navy Department.
Lieut. Richards was well known in navy from Kansas and was thirty-four years old.

Well Known in Washington.

CRIMINAL DIVISION 1-Mr. Justice

felt.

It has been rumored for some time that the administration did not desire the renomination of Vice President Marshall as a running mate for Mr. Wilson. But the fact that there are to be elected two senators in Indiana at the coming election makes it almost imperative from a democratic standpoint that Mr. Marshall, who hails from Indiana, be given the renomination

Surgeon Being Rushed to Hill. Mayo, surgeon of Rochester, Minn., is

Indiana, be given the renomination.

There has been several suggested candidates for the vice presidential nomination, including Senator Lewis of Illinois, Secretary Baker and Senator Owen of Oklahoma.

ST. PAUL, May 26.-Dr. William Mayo, surgeon of nochester, annu, to being rushed to St. Paul on a special train to attend James J. Hill, who is ill at his home here. His son, L. W. Hill, president of the Great Northern railway, went in a spe-cial train this morning for Dr. Mayo. They are expected in St. Paul about 5 p.m.



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GERMANY NOT TO AGREE

TO PLAN TO AID POLAN

THE HAGUE. May 25, via Londo formation from authoritative Germs sources that there is not the slighter than a longer a practical defense.

THE HAGUE, May 25, via London, May 26.-It is declared here on information from authoritative German sources that there is not the slightest chance that Germany will accept the der secretary of the interior, has in-

when the harvests will become avail-This information is unofficial, as the German cabinet has not passed on th British proposals submitted by Jame W. Gerard, the American ambassado

German Wheat Stocks Plentiful.

BERLIN, May 26.-Herr Michaels, un-

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has now reached its seventieth volume. German Encyclopaedia of Ersch and Gruber, begun more than a century ago and still incomplete, has passed its 99th volume. The New English Dictionary, still incomplete, has cost a huge sum, though largely a labor of love. The Century Dictionary, the greatest work of its kind yet published in America, has cost to date more than a million dollars; and there are other large works of ref. dollars; and there are other large works of reference in French, German, Spanish and Russian.

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George III was King and the greater Pitt— Lord Chatham—was Prime Minister. George Washington, Jefferson, John Adams, were then little known leaders of the English Colonies which sparsely settled the eastern shore of America. The only American of European fame was Benjamin Franklin.

Link-boys with torches still lighted the gentry through the murky streets of London. A candle was the most brilliant light that any king in Europe could boast. Most people in the Colonies wore homespun clothes. Terrible epidemics were frequent; sanitation was almost unknown and highway robberies abounded in all the countries of Europe.

A voyage to America required from six to ten weeks, or more; shipwrecks were many and a great number died en route from scurvy and other diseases. The Golden Age

the public has already paid \$14,000,000

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to the present time have been contributors to the successive editions. And many of its longer articles have subsequently been published in hook form. Many of the most brilliant writers the English race has produced. Lord Macaulay. DeQuineey, Huxley, Matthew Arnold, the poet Swinburne, Lord Morley, Lord Bryce, Robert Louis Stevenson, and Sir Leslie Stephen have contributed notable articles.

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